

**2006**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**138**

City of Winchester

Information in this report is included in Report

**34**

(Frederick County)

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## Publication Notes

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
							From: US 50, US 522 Par. Braddock St									
7 50 522	Boscawen St City of Winchester	0.18	1600	F	97%	1%	2%	0%	0%	0%	C	0.090	F	1700	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	2%	0%	0%	F	NA		11000	G	
							To: US 11 Cameron St									
							From: Boscawen St									
7 11 11 50	Cameron St City of Winchester	0.17	8000	G	96%	1%	1%	1%	1%	0%	F	0.093	F	8800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	96%	1%	1%	1%	1%	F	NA		18000	G	
							To: Piccadilly St									
							From: US 11 Cameron St									
7	Piccaddilly St City of Winchester	0.18	9300	G	96%	1%	1%	1%	1%	0%	F	0.087	F	10000	G	
							To: East Lane									
							From: Piccadilly St									
7	East Lane City of Winchester	0.02	8500	G	96%	1%	1%	1%	1%	0%	F	0.087	F	9300	G	
							To: Fairfax Lane									
							From: Highland Ave									
7	National Ave City of Winchester	0.32	9800	G	96%	1%	1%	1%	1%	0%	F	0.086	F	11000	G	
							To: 138-5213 Pleasant Valley Rd									
7	Berryville Ave City of Winchester	0.79	24000	G	96%	1%	1%	1%	1%	0%	C	0.079	F	26000	G	
							To: Ross St									
7	Berryville Ave City of Winchester (Maint: 34)	0.16	28000	G	96%	1%	1%	1%	1%	0%	F	0.085	F	31000	G	
							To: I-81; ECL Winchester									
							From: US 50 Boscawen St									
7 522 11 50	Braddock St City of Winchester	0.17	8000	G	96%	1%	1%	1%	1%	0%	F	0.091	F	8800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	96%	1%	1%	1%	1%	F	NA		18000	G	
							To: Piccadilly St									
							From: Braddock St									
7 50 522	Piccaddilly St City of Winchester	0.18	8900	G	97%	1%	2%	0%	0%	0%	F	0.087	F	9800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	2%	0%	0%	F	NA		11000	G	
							To: SR 7 Cameron St									
							From: SCL Winchester									
11	Valley Ave City of Winchester	1.37	15000	G	96%	0%	1%	1%	2%	0%	F	0.084	F	16000	G	
							To: Middle Rd									
11	Valley Ave City of Winchester	0.12	25000	G	96%	0%	1%	1%	2%	0%	F	0.079	F	27000	G	
							To: Weems Lane									
11	Valley Ave City of Winchester	0.67	18000	G	96%	0%	1%	1%	2%	0%	F	0.087	F	19000	G	
							To: Bellview Ave									
11	Valley Ave City of Winchester	0.59	11000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	12000	G	
							To: US 11 Par Braddock St									
11	Valley Ave City of Winchester	0.09	2900	G	95%	1%	3%	1%	1%	0%	F	0.089	F	3200	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	93%	1%	3%	2%	1%	F	0.094	F	14000	G	
							To: Gerrard St									

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Valley Ave To: Cameron St	City of Winchester	0.10	11000	G	95%	1%	3%	1%	1%	0%	F	0.078	F	0.679	12000	G
From: US 50 Gerrard St To: Cameron St	City of Winchester	0.53	5400	G	96%	1%	1%	1%	1%	0%	C	0.081	F		5900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	96%	1%	1%	1%	1%	0%	C	NA			13000	G
From: Boscawen St To: Cameron St	City of Winchester	0.17	8000	G	96%	1%	1%	1%	1%	0%	F	0.093	F		8800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	96%	1%	1%	1%	1%	0%	F	NA			18000	G
From: Piccadilly St To: Cameron St	City of Winchester	0.83	5600	G	95%	1%	3%	1%	1%	0%	C	0.082	F	0.545	6100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	2%	1%	1%	0%	F	0.082	F	0.714	12000	G
From: US 11 Par, Loudoun St To: NCL Winchester	City of Winchester	0.31	11000	G	95%	1%	3%	1%	1%	0%	F	0.089	F	0.504	12000	G
From: US 11 Valley Ave To: Braddock St	City of Winchester	0.09	9600	G	93%	1%	3%	2%	1%	0%	F	0.095	F	0.75	10000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	93%	1%	3%	2%	1%	0%	F	0.094	F	0.583	14000	G
From: Gerrard St To: Braddock St	City of Winchester	0.53	6400	G	97%	1%	1%	1%	0%	0%	C	0.093	F		7000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	96%	1%	1%	1%	1%	0%	C	NA			13000	G
From: Boscawen St To: Braddock St	City of Winchester	0.17	8000	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.842	8800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	96%	1%	1%	1%	1%	0%	F	NA			18000	G
From: Piccadilly St To: Braddock St	City of Winchester	0.36	2400	G	93%	1%	3%	2%	1%	0%	C	0.089	F		2600	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8000	G	94%	1%	3%	1%	1%	0%	C	NA			8700	G
From: North Ave To: Braddock St	City of Winchester	0.03	510	G	97%	2%	1%	0%	0%	0%	C	0.114	F	0.719	560	G
From: Loudoun St To: North Ave	City of Winchester	0.30	3600	G	99%	0%	1%	0%	0%	0%	C	0.079	F	0.766	3900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9200	G	96%	1%	2%	1%	1%	0%	C	NA			10000	G
From: Wyck St To: Loudoun St	City of Winchester	0.24	5000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.764	5500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	2%	1%	1%	0%	F	0.082	F	0.714	12000	G
From: I-81 To: Jubal Early Dr	City of Winchester	0.09	25000	G	96%	0%	1%	1%	1%	0%	C	0.083	F	0.649	28000	G

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City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: US 50 Par, Millwood Ave 17 50 522 Jubal Early Dr	City of Winchester	0.06	13000	N	97%	1%	1%	1%	0%	0%	N	0.085	N	0.529	14000	N
To: Apple Blossom Dr																
From: Jubal Early Dr 17 50 522 Apple Blossom Dr	City of Winchester	0.05	13000	N	97%	1%	1%	1%	0%	0%	N	0.085	N	0.529	14000	N
To: US 50 Par, Millwood Dr																
From: US 50 Par, Apple Blossom Dr 17 50 522 Millwood Ave	City of Winchester	0.75	13000	G	97%	1%	1%	1%	0%	0%	F	0.085	F	0.529	14000	G
To: US 11 Cameron St																
From: WCL Winchester 50 Amherst St	City of Winchester	0.64	16000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.569	17000	G
To: Fox Dr																
From: Amherst St 50 Amherst St	City of Winchester	0.75	14000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.501	15000	G
To: Boscawen St																
From: Amherst St 50 Boscawen St	City of Winchester	0.37	16000	G	98%	0%	1%	0%	0%	0%	F	NA		18000	G	
To: Braddock St																
From: Boscawen St 50 11 50 522 Braddock St	City of Winchester	0.53	6400	G	97%	1%	1%	1%	0%	0%	C	0.093	F		7000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	96%	1%	1%	1%	1%	0%	C	NA			13000	G
To: Gerrard St																
From: Braddock St 50 522 Gerrard St	City of Winchester	0.07	8800	G	97%	1%	1%	1%	0%	0%	F	0.084	F	0.565	9600	G
To: Valley Ave																
From: Valley Ave 50 11 522 Gerrard St	City of Winchester	0.10	11000	G	95%	1%	3%	1%	1%	0%	F	0.078	F	0.679	12000	G
To: US 11 Cameron St																
From: US 11 Cameron St 50 17 522 Millwood Ave	City of Winchester	0.75	13000	G	97%	1%	1%	1%	0%	0%	F	0.085	F	0.529	14000	G
To: US 50 Par, Apple Blossom Dr																
From: US 50 Par, Millwood Dr 50 17 522 Apple Blossom Dr	City of Winchester	0.05	13000	N	97%	1%	1%	1%	0%	0%	N	0.085	N	0.529	14000	N
To: Jubal Early Dr																
From: Apple Blossom Dr 50 17 522 Jubal Early Dr	City of Winchester	0.06	13000	N	97%	1%	1%	1%	0%	0%	N	0.085	N	0.529	14000	N
To: US 50 Par, Millwood Ave																
From: US 50 Par, Jubal Early Dr 50 17 522 Millwood Ave	City of Winchester	0.09	25000	G	96%	0%	1%	1%	1%	0%	C	0.083	F	0.649	28000	G
To: I-81																
From: Boscawen St 50 522 11 522 Braddock St	City of Winchester	0.17	8000	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.842	8800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	96%	1%	1%	1%	1%	0%	F	NA			18000	G
To: Piccadilly St																
From: Braddock St 50 7 522 Piccadilly St	City of Winchester	0.18	8900	G	97%	1%	2%	0%	0%	0%	F	0.087	F	0.731	9800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	2%	0%	0%	0%	F	NA			11000	G
To: Cameron St																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Piccadilly St																
50 11 11 522 Cameron St	City of Winchester	0.17	8000	G	96%	1%	1%	1%	1%	0%	F	0.093	F	8800	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	96%	1%	1%	1%	1%	0%	F	NA		18000	G	
To: Boscawen St																
From: Boscawen St																
50 11 11 522 Cameron St	City of Winchester	0.53	5400	G	96%	1%	1%	1%	1%	0%	C	0.081	F	5900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	96%	1%	1%	1%	1%	0%	C	NA		13000	G	
To: US 50 Millwood Ave																
From: US 50 Millwood Ave																
50 Millwood Ave	City of Winchester	0.18	9600	G	98%	0%	1%	0%	1%	0%	C	0.078	F	0.858	10000	G
To: US 50 Jubal Early Drive																
From: US 50 Jubal Early Drive																
North 81	City of Winchester (Maint: 34)	0.07	31000	A	77%	1%	1%	1%	20%	1%	C	0.094	A	31000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			61000	A	77%	1%	1%	1%	1%	19%	1%	C	NA		62000	A
To: NCL Winchester																
From: NCL Winchester																
South 81	City of Winchester (Maint: 34)	0.07	30000	A	78%	1%	1%	1%	18%	1%	C	0.095	A	31000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			61000	A	77%	1%	1%	1%	1%	19%	1%	C	NA		62000	A
To: NCL Winchester																
From: NCL Winchester																
From: I-81																
522 50 17 Millwood Ave	City of Winchester	0.09	25000	G	96%	0%	1%	1%	1%	0%	C	0.083	F	0.649	28000	G
To: US 50 Par; Jubal Early Dr																
From: US 50 Par; Jubal Early Dr																
522 50 17 Jubal Early Dr	City of Winchester	0.06	13000	N	97%	1%	1%	1%	0%	0%	N	0.085	N	0.529	14000	N
To: Apple Blossom Dr																
From: Apple Blossom Dr																
522 50 17 Apple Blossom Dr	City of Winchester	0.05	13000	N	97%	1%	1%	1%	0%	0%	N	0.085	N	0.529	14000	N
To: US 50 Par; Millwood Dr																
From: US 50 Par; Millwood Dr																
522 50 17 Millwood Ave	City of Winchester	0.75	13000	G	97%	1%	1%	1%	0%	0%	F	0.085	F	0.529	14000	G
To: US 11 Cameron St																
From: US 11 Cameron St																
522 11 11 50 Cameron St	City of Winchester	0.53	5400	G	96%	1%	1%	1%	1%	0%	C	0.081	F	5900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	96%	1%	1%	1%	1%	0%	C	NA		13000	G	
To: Boscawen St																
From: Boscawen St																
522 11 11 50 Cameron St	City of Winchester	0.17	8000	G	96%	1%	1%	1%	1%	0%	F	0.093	F	8800	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	96%	1%	1%	1%	1%	0%	F	NA		18000	G	
To: SR 7 Piccadilly St																
From: SR 7 Piccadilly St																
522 7 50 Piccadilly St	City of Winchester	0.18	8900	G	97%	1%	2%	0%	0%	0%	F	0.087	F	0.731	9800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	2%	0%	0%	0%	F	NA		11000	G	
To: US 50, SR 7 Braddock St																
From: US 50, SR 7 Braddock St																
522 Piccadilly St	City of Winchester	0.19	6100	G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.530	6600	G
To: Fairmont Ave																

Virginia Department of Transportation  
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 2006  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: [ ] 522 Fairmont Ave	City of Winchester	0.22	6100	G	96%	1%	1%	1%	2%	0%	F	0.098	F	0.611	6600	G
To: [ ]																
From: [ ] 522 Fairmont Ave	City of Winchester	0.55	12000	G	96%	1%	1%	1%	2%	0%	C	0.101	F	0.668	13000	G
To: [ ]																
From: [ ] 522 11 50 Gerrard St	City of Winchester	0.10	11000	G	95%	1%	3%	1%	1%	0%	F	0.078	F	0.679	12000	G
To: [ ]																
From: [ ] 522 50 Gerrard St	City of Winchester	0.07	8800	G	97%	1%	1%	1%	0%	0%	F	0.084	F	0.565	9600	G
To: [ ]																
From: [ ] 522 50 11 50 Braddock St	City of Winchester	0.53	6400	G	97%	1%	1%	1%	0%	0%	C	0.093	F		7000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	96%	1%	1%	1%	1%	0%	C	NA			13000	G
To: [ ]																
From: [ ] 522 11 50 522 Braddock St	City of Winchester	0.17	8000	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.842	8800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	96%	1%	1%	1%	1%	0%	F	NA			18000	G
To: [ ]																

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Winchester

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
① Woodstock Ln	0.63	2500	G	97%	1%	From: Pleasant Valley Rd				C	0.095	F	0.648	2700	G	2006
						To: ECL Winchester										
② Fort Collier Drive	0.16	8600	G	96%	1%	From: Berryville Ave				C	0.096	F	0.684	9400	G	2006
						To: NCL Winchester										
③ Washington St	0.64	5000	G	99%	0%	From: Handley Blvd				C	0.086	F	0.603	5400	G	2006
						To: Piccadilly St										
④ Handley Blvd	0.08	11000	G	99%	0%	From: Braddock St				F	0.082	F	0.513	12000	G	2006
						To: Washington St										
⑤ Tevis Ave	0.21	8000	G	99%	0%	From: Valley Ave				C	0.086	F	0.549	8700	G	2006
						To: Cedarmeade Ave										
⑥ Cedarmeade Ave	0.55	1400	G	97%	2%	From: Tevis St				C	0.126	F	0.548	1500	G	2006
						To: Papermill Rd										
⑦ Jubal Early Dr	0.65	6200	G	99%	0%	From: Handley Ave				F	0.1	F	0.518	6800	G	2006
						To: US 11 Valley Avenue										
⑦ Jubal Early Dr	0.98	21000	G	99%	0%	From: US 11 Valley Avenue				F	0.086	F	0.511	22000	G	2006
						To: US 50 Par Apple Blossom Dr										
⑤200 Cedar Creek Grade	0.52	14000	G	98%	0%	From: WCL Winchester				F	0.093	F	0.633	15000	G	2006
						To: Valley Ave										
⑤200 Weems Ln	0.50	14000	G	98%	0%	From: Valley Ave				C	0.089	F	0.514	15000	G	2006
						To: Papermill Rd										
⑤201 Middle Rd	1.01	3600	G	98%	0%	From: Valley Ave				C	0.095	F	0.601	4000	G	2006
						To: WCL Winchester										
⑤203 Fox Dr	0.86	4000	G	98%	1%	From: US 50				C	0.100	F	0.577	4300	G	2006
						To: NCL Winchester										
⑤204 Cork St	0.08	8500	G	99%	0%	From: US 11 Cameron St				F	0.09	F	0.519	9300	G	2006
						To: Kent St										
⑤204 Cork St	0.48	10000	G	99%	0%	From: Kent St				F	0.088	F	0.563	11000	G	2006
						To: 138-5213 Pleasant Valley Rd										
⑤204 Senseny Rd	0.44	9700	G	99%	0%	From: 138-5213 Pleasant Valley Rd				C	0.083	F	0.614	11000	G	2006
						To: ECL Winchester										
⑤206 Commercial St	0.29	3800	G	97%	0%	From: Faimont Ave				C	0.090	F	0.605	4200	G	2006
						To: Cameron St										
⑤207 Shawnee Dr	0.67	5500	G	95%	1%	From: SCL Winchester				C	0.091	F	0.561	6000	G	2006
						To: Papermill Rd										
⑤209 Papermill Rd	0.86	11000	G	98%	0%	From: SECL Winchester				F	0.087	F	0.501	12000	G	2006
						To: Pleasant Valley Rd										
⑤209 Papermill Rd	0.64	7400	F	97%	1%	From: Pleasant Valley Rd				C	0.088	F	0.557	8000	F	2006
						To: Weems Lane										
⑤209 Loudoun St	0.58	14000	F	98%	0%	From: Weems Lane				C	0.091	F	0.548	15000	F	2006
						To: Commerce St										

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Winchester

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
(5209) Loudoun St	0.57	6100	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.536	6600	G	2006
(5213) Pleasant Valley Rd	1.22	13000	G	97%	0%	1%	1%	1%	0%	C	0.088	F	0.522	14000	G	2006
(5213) Pleasant Valley Rd	0.36	22000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.504	24000	G	2006
(5213) Pleasant Valley Rd	0.91	23000	G	97%	0%	1%	1%	1%	0%	F	0.081	F	0.533	25000	G	2006
(5213) Pleasant Valley Rd	0.36	19000	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.537	21000	G	2006
(5221) Smithfield Ave	0.63	2600	G	96%	1%	2%	0%	1%	0%	C	0.092	F	0.596	2800	G	2006
2nd Street		160	G								0.109	F		180	G	2006
Amherst St		4400	G								0.088	F	0.778	4800	G	2006
Battaile Dr		1200	G								NA			1300	G	2006
Beachcroft Rd		150	G								0.132	F		160	G	2006
Bellview Ave		1200	G								0.093	F		1300	G	2006
Bond St		350	G								0.103	F		390	G	2006
Braddock St		870	G								0.077	F		950	G	2006
Branner Ave		350	G								0.108	F		380	G	2006
Butler Ave		250	G								0.116	F		270	G	2006
Caroline St		350	G								0.101	F		380	G	2006
Commerce St		770	G								0.087	F		850	G	2006
Dunlap St		230	G								0.1	F		250	G	2006
E Southwerk St		1500	G								0.104	F		1600	G	2006

Virginia Department of Transportation  
 Traffic Engineering Division  
 2006  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Winchester

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
Elm St		3900	G				From: Frederick Ave				0.096	F		4300	G	2006
							To: Woodland Ave									
Euclid Ave		280	G				From: Grove St				0.127	F		310	G	2006
							To: Woodstock Lane									
Glaize Ave		230	G				From: S.Loudoun St				0.227	F		250	G	2006
							To: Dead End									
Handley St		560	G				From: Whitlock Ave				0.107	F		610	G	2006
							To: Sheridan St									
Imperial St		130	G				From: Papermill Rd				0.143	F		140	G	2006
							To: Superior Ave									
Jackson Ave		580	G				From: Braddock St				0.106	F		630	G	2006
							To: Pennsylvania Ave									
Kent St		1300	G				From: Beau St				0.099	F		1400	G	2006
							To: WCL Winchester									
Kent St		5200	G				From: Boscawen St				0.092	F		5600	G	2006
							To: Philpot St									
Leicester St		400	G				From: Parkway Ave				0.094	F		440	G	2006
							To: Shawnee Ave									
Marion St		330	G				From: Branner Ave				0.092	F		360	G	2006
							To: Caroline St									
Massanutten Terrace		320	G				From: Hockman Ave				0.129	F		350	G	2006
							To: Middle Rd									
Miller St		490	G				From: Handley St				0.088	F		530	G	2006
							To: Ivy St									
Orchard Ave		210	G				From: Elm St				0.090	F		230	G	2006
							To: ECL Winchester									
Parkway Ave		980	G				From: Pall Mall St				0.098	F		1100	G	2006
							To: Leicester St									
Pennsylvania Ave		570	G				From: Richards				0.089	F		620	G	2006
							To: Jackson Ave									
Peyton St		520	G				From: Fairmont Ave				0.102	F		570	G	2006
							To: Braddock St									
Pleasant Valley Rd		510	G				From: Dead End				0.22	F		560	G	2006
							To: Cedarmeade Ave									
Purcell Ave		1900	G				From: Cork St				0.106	F		2100	G	2006
							To: Grove St									
S Kent St		1400	G				From: Millwood Ave				0.097	F		1500	G	2006
							To: Southwerk St									

Virginia Department of Transportation  
 Traffic Engineering Division  
 2006  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Winchester

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<b>City of Winchester</b>																
Saratoga Dr		660	G			From: Dulles Circle				0.101	F			720	G	2006
						To: Lake Dr										
Shenandoah Ave		760	G			From: Leicester St				0.094	F			830	G	2006
						To: Cork St										
Stewart St		9200	G			From: Wolfe St				0.078	F			10000	G	2006
						To: Boscawen St										
Summit Ave		170	G			From: 2Nd St				0.109	F			190	G	2006
						To: 1St Street										
Tennyson Ave		810	G			From: Jefferson St				0.096	F			880	G	2006
						To: Leicester St										
Washington St		6900	G			From: Boscawen St				0.094	F			7600	G	2006
						To: Amherst St										
Wentworth Dr		1400	G			From: Applecroft Rd				0.165	F			1500	G	2006
						To: Beachcroft Rd										
Whitter Ave		720	G			From: Wood Ave				0.098	F			790	G	2006
						To: Ridge Ave										
Wood Ave		610	G			From: Whitter Ave				0.093	F			660	G	2006
						To: Lanny Dr										
Woodland Ave		840	G			From: Pine St				0.103	F			920	G	2006
						To: Elm St										
Wyck St		4300	G			From: Loudoun St				0.105	F			4700	G	2006
						To: Braddock St										